



# THE YELLA BOARD

Volume 52 Number 1

MONTICELLO RAILWAY MUSEUM  
Where "I've Been Working On the  
Railroad" Becomes a Reality.

May—June 2019



**A**

reflection of a scene that offers nostalgia of what might have been at one time, but yet, is a reality of today.

Art Purchase photo

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**THE  
OBSERVATION  
PLATFORM**

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**Dale Jenkins**

**Senior Conductor—Editor**



**June 2019**

**“You Won’t Find a Buffalo at Our Museum”**

You won’t find a buffalo at our museum, but you will find a group of dedicated volunteers serving the needs of the museum and its patrons. A museum with a founding of over 50 years ago, growing from an appearance of a “scrap yard” to a “world class” museum. This is a success story based on the efforts of a group of dedicated volunteers. Each individual contributes their time and skill in concert with others which in turn benefits the museum.

The volunteer is *the* member of the museum. Not a person of extraordinary skill, but rather the everyday individual with a passion of interest in what they enjoy doing and sharing with the group. Of course the level of passion and skill will vary with each individual, but combined together, a unique organization of skill emerges.

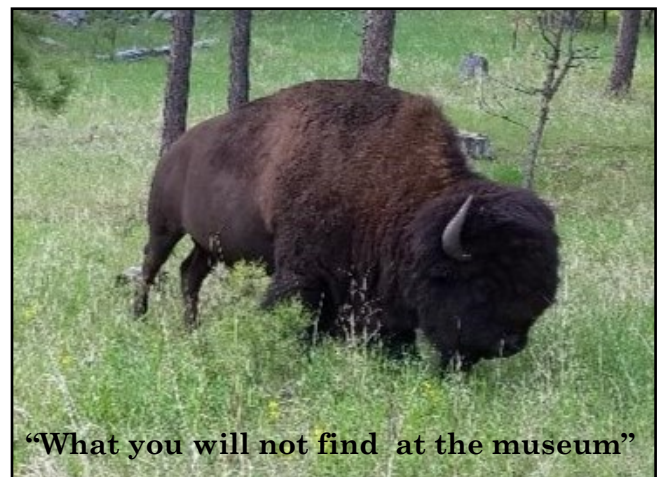
The common bond is the interest of railroading and its many facets. The museum provides this opportunity as this is “Where Railroading Becomes a Reality”. Folks from many walks of life start their career and continue to retirement, many never associated with the railroad industry. But, there is that interest of railroading, and its functions. They visit a railroad museum, and for a short ride or a tour, explore what it would have been like to have been part of the railroad industry. They return home, and put the experience on the shelf of favored memories, passing the opportunity to become a volunteer.

As an adage goes, “we don’t see the tree for the forest. As a passenger, they observe the conductor go about his duties, thinking, “I would sure like to do that”. Maybe they tour the shops and watch members working on a locomotive repair or a freight car restoration. The observer might be thinking “Gosh, I would sure like to learn more about the working of the locomotive or be involved with a restoration”. A person with wood working interest might observe a member working on a structure and think “I could sure like to help them as this is what I do best”. How about the retiree who loves working with the ground and flowers, or maybe a retired engineer who retired, but dearly misses operating a locomotive? Then there is the stressed executive who would love the solitude of cutting grass on a riding lawn mower and be outside rather than inside? And yet these are everyday individuals with a mutual interest of railroading that revolve around a railroad a museum.

You are reading this essay, and with this have an interest in railroading. The museum volunteers are in very short supply, but yet the demand is great. The core of the volunteers are an aging group, taking on more and more responsibilities to keep the museum functioning at top performance and presentation. Without the continuing support of new volunteers, we would be doomed to go the way of the buffalo extinction. Do you know of someone who would benefit from being a volunteer, or maybe you have been thinking about it yourself. After all, you won’t find a buffalo at our museum, but you will find a group of dedicated volunteers! Will you consider this and come join us?

Dale Jenkins

Senior Conductor



**“What you will not find at the museum”**





# THE BACK SHOP

By Kent McClure  
Chief Mechanical Officer

**ALCO FPA4 #6789** has been in service the month of June, and was, like 1189, working without issue.

**Milwaukee Road NW2 #1649** This unit lost a power assembly O-ring this past spring. When these O-rings fail, they dump their coolant into the lube oil. So, Paul Nelson has torn into it, draining the contaminated lube oil and prelubing the engine with fresh oil to force out the coolant-

contaminated oil still in various passages and bearings. He also found evidence of old freeze damage, which is what is caused the O-ring to ultimately fail. The shortcut method of repairing this kind of issue in these early EMD engines is to put a shim behind the O-ring to force it down into a good seal with the



Art Purchase photo

distorted block's sealing surface. This is what Paul found when he took the power assembly out, a shimmed O-ring. New O-rings have been installed, with the upper shimmed as it was, and parts reinstalled. Al Strange assisted Paul with some of the work, and it is back together and working with no leaks found.

**Southern Steam Locomotive #401** Passed its annual inspection in April, and has been in service as usual so far this season. We found the "wear" in injector tubes reported in the previous issue of the Yella Board turned out to be the delivery tube in the right hand injector had unscrewed itself about halfway out of position, which was the cause of the issue it was having, breaking when it was feeding at its maximum rate. During our inspection and hydrostatic test, we found two tubes very slightly weeping through the weld, so these were lightly touched up with the flue roller, which stopped the weeps. During the spring, we also made a new check valve for the right-hand boiler check, based on our success with the "PEEK" material we have been using in the left side boiler check.

**Wabash F7A #1189** 1189 has spent most of the spring out of service, collecting "Out of Use" credit, which lengthens the time between expensive air brake servicing. It is in use for the month of July, and has been operating without issue thus far.



Art Purchase Photo

the coolant was low one day, causing a concern that it had leaked into a cylinder, possibly bending a rod, and also contaminating this unit's lube oil. Paul found no cylinders showing water, and the oil looks good, so the missing coolant is a bit of a mystery at this point. We will be watching this for any further issues/symptoms.

**IC GP11 #8733** The GP11 has seen normal service this spring, but it did give us a scare in that the coolant was low one



Art Purchase Photo



**IC Combine #892** As noted previously, this car is getting new window sash and shades. The new mahogany sash, after being stained and clear urethaned by Donna McClure, was fitted to window openings during spring fling by Syl Keller, Dennis Slone, Eric Shafer and Kirk Reynolds. Kevin Steckel, Dennis Slone and John Bratcher worked on the new sash stops, drilling the mounting holes with the use of fixtures, then adding the new bronze sash lock stops to the sash stops. (It's getting confusing, isn't it? The "sash stops" hold the actual sash (window) in the car. The "sash lock stops" are the metal parts along each side of the sash that the "sash locks" rest on to hold the window open. The "sash locks" have yet to be installed as they really need to be installed with the sash in place in the car to assure they are in the right place vertically on each sash.) As before, many thanks to the John H. Emery Trust for their generous funding of this work. The operating season has slowed work on the car as it is in service nearly every weekend, making working on it a more challenging project. (work was delayed during the off season by the need to complete the woodshop, the mezzanine storage areas, then the moving of much of the material stored in the machine shop to the new mezzanine storage.



Art Purchase photo.



Kent McClure photo



Kent McClure photo

**ABOVE LEFT:** New carpet for IC diners 4110 and 4112. This carpet was custom-made for MRM, to match original carpet in pattern and colors. Photo was taken just before cutting to the length and width need to install in 4110. **ABOVE RIGHT:** The new carpet installed in IC 4110, and the car partially decorated for Polar Express. The seats shown are also freshly re-upholstered, and the drapes shown are original to the car.

**IC Diner #4110** A second refrigerator was placed in service in this car this early summer, and so far appears to be working well. We still need to do a thorough cleaning in the refrigerators of this car, and we're also working on a third refrigerator in this car, this being the refrigerator in the kitchen. We are also working with a firm in the east that specializes in recreating fabrics, in this case for making new curtains to closely match the originals, of which we are missing three. We are still awaiting a quote on this project.



IC Diner 4110 out of the shop for washing and A/C testing. Kent McClure Photo



**CN #15421** Jeff Tillman and Mark Weckel have modified the roof hatch opening in this car to facilitate removing the old genset, and installing the new one. Bill Lygiros, Doug Capuder, Phil Lopez and Al Strange worked on getting the water tanks cut loose and ready to drag out of the car. New water tanks for the car have been fabricated by Heartland Fabrication LLC in Congerville, IL. In the next few weeks we will remove the old genset and the old water tanks to ready the car for new water tanks and the new genset. Jeff also installed the new three phase transformer for the steam generator electrical supply, and built the new rectifier. Bruce Jarrett spent three days here during Spring Fling, working on the new genset, resealing parts of the cooling system that had been obviously weeping. He discovered, on disassembling it, that most all of the thin-wall steel coolant tubes that make up the coolant manifold were rusted through in several places, causing us to have to place a rush-order for the parts to have them here in time for Bruce to install. The Cummins parts people were not surprised, and noted the previous owner probably was not using anti-cavitation additives as they should have been.



**New roof hatch opening in CN15421. Width is as-built. We have extended the length of the opening to allow the new genset to drop straight in.**

**Bates and Rogers Crane** Our steam-powered 30 Ton crane has been inspected and passed it's State Boiler Inspection, which was driven by the need to use it to swap gensets in the above CN #15421. This is another project Jeff was instrumental in getting ready. He spent a goodly bit of time drilling out all the stay-bolt telltale holes (the insects fill them with mud over time building nests.) to assure they were open prior to our hydrostatic test. Doug Capuder, Phil Lopez and Bill Lygiros worked with clean up and getting the boiler filled and ready for a hydrostatic test. The safety valve also required replacement due to a worn disc and stem. Items left to accomplish is about half a day's worth of greasing (this thing must have hundreds of grease fittings), and lubing the wire rope prior to operation.



Kent McClure photo

**IC Coach #2612** This car was used during Polar as usual. This past spring fling session saw the car converted to electric overhead heat, and the shortening of the leaking interior radiation, removing the leaking portion, and adding a small amount (1500 watts) of electric heat to the hallway where the floor radiation was removed. Bruce Backus spearheaded this project, pulling new wire into the electrical locker to provide the current needed for the new electric heat noted above. These changes also required reworking the main disconnect in the battery box, as we now needed three separate feeds where there had only been one previously. While he was at it, Bruce also pulled new wire to the Waukesha junction box, installing new connectors in the box for the new air conditioning system.



Kent McClure photo

**Above:** A Waukesha Ice Engine that isn't but looks like it is! After its conversion to electrical power, and application of new condensing coils, the unit was painted to match the rest of the underbody equipment, and hung under the car.

The new air conditioning system will be a copy of the system built for IC 4110. To that end, Bruce and Don Graab completely dismantled the Waukesha unit from this car, down to a bare frame to allow the construction of the new system to begin. Wire was pulled and the new systems tested about a week after Spring Fling concluded, with everything working as it should. As noted in the previous installment on this car, Jeff Tillman found and fixed the leak in the main steam conduit under the car. That issue turned out to be a crack in an original weld. Of course, it was cracked on the back side of the pipe, which is the hardest place to get to in order to grind out the crack and re-weld. This is the kind of thing Jeff makes look easy.

**Snowplow CP 40065** Our wooden snowplow will be the first wood car to be restored in the new wood car shop. Dave Marshall, Dennis Slone, Art Purchase, Paul Jones, Paul Bundy, Syl Keller, John Sciutto and others have been at work on this car. Dave Marshall is carefully measuring and documenting the car in AutoCAD as the car is being carefully disassembled. Art is taking large numbers of photos to document the car as they go, and a computer has been added to the wood car shop so photos can be immediately stored on that computer, as well as off-site backups. As they have removed wood, a number of things have been found. One - the car was originally, it appears, Quebec Central #5. We have found, on the left side of the car on original siding that was later covered by a widening of the plow and addition of the “wings”, the initials “QC” with a “5” centered under them. That led to some internet searching, where we found the following book “Quebec Central Railway – From the St. Francis to the Chaudiere, by Derek Booth. There is actually a photo of this plow, in the shop in Newington, Quebec, in which it appears is the point in time when they widened the plow-end of the car, and added the hinged wings. (The wings are hinged at the front, and could be pushed out by large air cylinders under the car (that still work) which would allow pushing the snow back further from the track.) The project keeps getting more extensive, as much of the timber in the car is not in the best of condition, but we are trying to minimize the amount of original fabric that must be replaced.



Dave Marshall Photo

**Wabash Office Car #6** John Bratcher and Kevin Steckel installed new Adlake Pinch Roller Curtains (window shades) made for this car. This project was rather tedious and time consuming, but the end result is really nice. They also removed the exhaust fan the previous owners had added by cutting a hole in a kitchen window. The piece of plexiglass in which the fan was mounted will be replaced with new glass soon. We also have added a three phase power supply to the car, so the car can actually, electrically anyway, from head end power. This will allow limited use of the car in a train for special events or charters. Heating and cooling are still projects for the future.





In other Spring Fling projects, John Bratcher and Kevin Steckel worked on, among other things, further preparation work on one of the two tank cars that are in the process of being restored. They worked at sanding out paint runs, acid washing rusty steel that had not been previously primed, and acid washing rust that had come through the first coat of primer. The car now needs a good washing and a second coat of primer on about 1/3 of the car. That will finish the second coat and allow us to move forward with finish coat/lettering.



Bill Lygiros, Doug Capuder and Phil Lopez worked on both IC diners, rinsing the water systems out after draining the RV antifreeze out of each car, making them ready for any charter use and of course, Polar Express. They also washed the exterior of IC diner 4112, which it desperately needed. Bruce Backus found and corrected an open circuit in 4112's dining room floor heat. This required the removal of all the tables and radiation covers on one side of the car. About two hours of work to get at a five minute problem.

Bruce Backus and Don Graab investigated and corrected some very loose ceiling panels in coach 1827. It seemed that part of the ceiling and a light fixture were about to fall apart, but turned out to be just a BUNCH of loose fasteners (and some missing) causing the rattling and looseness we had noted. We also added an additional condenser fan to this car, mounted directly to the smaller condenser. This has helped with high head pressures on the car's cooling system, but it is still not quite right. The next steps to correct lack of condensing capacity will be to make sure the condensing coils are clean on the outside, then increase the airflow across the primary condenser. This will be an "as time permits" type project due to needing to focus on CN #15421.

The new woodshop space has been in service now, with the dust collection system complete, thanks to Steve and Diane Downing and their hard work at putting it all together. (Well, at least it's complete until we add another machine!) The woodshop folks are very appreciative of this new space! It is so nice to be warm for one, and two, to not be working in a cloud of sawdust on every wood project!



This was a very productive Spring Fling this year, and special thanks to all those who made that possible, particularly the long distance members Bruce Backus, (Kennesaw, GA) Don Graab, (Atlanta, GA) John Bratcher, (Murfreesboro, TN) Kevin Steckel, (Allentown, PA), Philip Lopez, (Decatur, IN), Doug Capuder and Bill Lygiros, (both coming from Chicago), Bruce Jarrett, (Noblesville, IN), and Dennis Slone, who drove from Effingham every day for a week! Many thanks to all those who helped with these projects this past winter and spring, much has been accomplished, and none of it could have happened without your hard work!

Kent McClure  
CMO





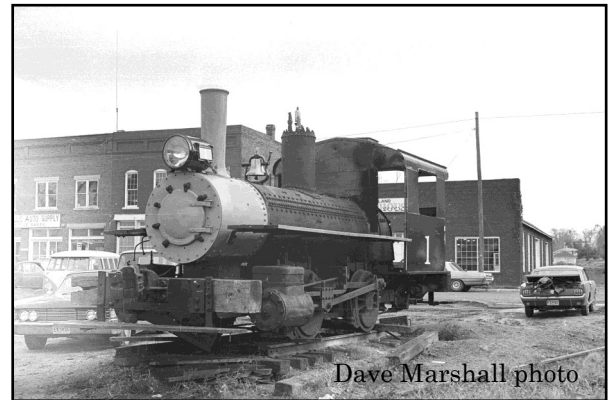
**THE  
CREW  
CALLER**

**BILL FULTON:  
A VOICE OF THE PAST**

“We made it a point to understand what we were doing and doing it safely”  
Bill Fulton

The Monticello Railway Museum hosts a variety of members from all walks of life. With this, we have a life-long railfan disguised as a farmer whom holds a membership from the early days of the museum development. Born and raised on a farm near Saunemin, Illinois, Bill’s homestead was situated about one mile from the Wabash Decatur-Chicago main line and 1/2 mile from the Illinois Central branch line between Saxony and Minonk Junction. As a youngster, Bill’s aunt would take him track side or travel to a railroad museum to share the love of railroading.

As the Monticello Railway Museum was in the stages of being organized as S P U R, he had the opportunity to join with a membership fee of fifty cents and for an investment of \$25, he could be partnership in an P&E railcar and an additional \$25, he was able to obtain a lifetime membership. Of course his duties as a farmer would restrict his visits to his investments, but he did attend the first birthday party of S P U R, complete with sheet cake, which was held in downtown Monticello at the Heritage Center. Across the street was an unpaved parking lot and the first piece of equipment: steam engine no. 1 on display.



The second year would note the locomotive was now under steam, primarily to test the boiler condition. It must have been somewhat successful as an unidentified resident was irritated with the constant sounding of the whistle and was stopped as he attempted to remove it.

As time progressed, S P U R would locate to a new home north of Monticello at the current museum grounds, which was a popcorn field. The ground was leveled by grading, a drain tile installed and a water well installed. The locomotive was hauled to the museum on a low boy trailer and rolled onto a short 100-foot section of track. The first buildings to populate the site were two wooden telephone booths, a brick building for electrical needs, and a former chicken coop as the shop building.

Working from the meager facility, the locomotive received a new flue sheet and flues. To test the engine, two water barrels were used to furnish water until the acquisition was made of a tender from an Illinois Central 2-6-0 used in work service. Of course, operating at night would require the use of a long extension cord to power the headlight. Simultaneously, as the engine was being overhauled, work was under way to build track from the yard towards Nelson Crossing. That following Labor Day weekend, free train rides were offered to the public, but the passenger had to ride in the narrow gang-way of the locomotive or on top of the tender. Charles Daigh was the engineer and Bill was fireman . During this



time frame the first straight rail would occur with the arrival of refrigerator cars, two NKP RPO-Baggage cars, the L&N caboose and the P&E camp car. That December the first Christmas Train was operated. Passengers rode free, sitting on folding chairs in the camp car, heated with two oil stoves. In addition, passengers could ride in the L&N caboose, but with no heat. That evening the first member's banquet was held in the camp car. Over the next few years, equipment would arrive at the property via means of the straight rail, which required the disconnection of the ICG main, and pull the track over to match up with the museum's connection track. In the beginning, the railroad would send out a crew to make the connection, but eventually museum members did the entire task.

The following Labor Day was the official opening of the museum, complete with the Monticello High School band and a young lady identified as "Miss Steam". A flat car, setting on the IT main across from the current site of the M of W building, was used as a stage from which Charlie Durst, Chairman of the Board and Charles Daigh, president were the speakers.

Operation then began seven days a week, with two runs in the morning and five in the afternoon. The train consist was composed of the Rock Island coach, and two IC cabooses, with the track reaching the base of the hill north of Nelson Crossing. The rider would travel from the yard to the base of the hill, back up to Nelson Crossing, return to the base of the hill, and then back down into the yard. The caboose was used for braking purposes. The crew members would sleep in tents, an IC caboose or the camp car.

The track would continue to be built finally reaching Summit, and then crossing County Road, with a run-around siding located on the north side. The yard complex would continue to be developed with the addition of tracks and buildings. "We made it a point to understand what we were doing and doing it safely" as quoted by Bill, which to this day is still the standard of operation.

As noted in the opening paragraph, folks from all walks of life populated the museum over the years. In the beginning, Ted Lemen founded the organization, Charlie Durst, owner of a bicycle shop in Champaign, brought business guidance, Charles Daigh was an experienced engineer from the North Freedom Museum, Dick Stair, an ICRR Champaign Towerman, along with Hank Brickman, charged up the hill laying track, Dave Marshall with the mechanical ability to make it work and Charlie Inman was the first uniformed conductor. Of course there was Bill's Aunt Lilla Mae, who made sure the crews were fed quite well. And Bill as well has made contributions to the museum over the years, serving as conductor, fireman, engineer, gift shop manager, corporate secretary and museum member of the Board of Directors. Some 40 years later you will still find Bill out there in dedicated service to the Monticello Railway Museum.





(LCL\*)

LESS THAN CARLOAD



**Dennis Sloan is in the process of removing rotted wood from the plow body.**

replaced but all the bad beams have been removed.

The museum has several pieces of wooden equipment, both freight and passenger, but this is the first time that museum members have attempted a restoration of a piece of wooden equipment that required this extensive amount of work. So this is a learning experience for everyone. Fitting all these new wood beams back together and making everything come out the way it should will be like working on a jig saw puzzle. General Manager Syl Keller is going to call someone at the Strasburg Railroad in Strasburg, Pennsylvania to ask them for advice about what type of wood should be used for these new beams. Strasburg has many pieces of wooden equipment and lots of experience in rebuilding wooden cars. Dave Marshall is going to put together a list of all the different size pieces of new wood we need and an order will be placed for the new lumber. Hopefully the new lumber will be here by Fall or early Winter and we can start putting wood back in to the snow plow instead of just tearing it out. After the Polar Express trains are over this year work will resume on the snow plow in the museum's new heated wood car shop. Come on out and check out our progress or better yet come out and lend a hand. We will be needing wood workers.

Dennis Slone

**Dennis Sloan (left) and Art Purchase take a break from the restoration work.**

**The CN Snow Plow**

Progress continues in the restoration of the museum's snow plow, Canadian Pacific 400654. The snow plow has a wooden interior and wooden exterior with only the front plow, the side wings and the frame being made of steel. Like most pieces of railroad equipment it has been stored outdoors when not in use. Over the years a lot of water has leaked in around the windows and through the roof and the snow plow had a lot of rotted wood inside. Several large beams that support the walls and roof of the copula were bad and have to be replaced. The walls and roof of the car are tied together with steel rods. Some run across the width of the car and some run from the top of the roof down through the sides of the car and come out the bottom of the sides. Some of these rods go through the beams. Museum member Dave Marshall has been carefully documenting the exact sizes of these beams and how they fit together with the surrounding pieces. We reached a milestone in late June when we removed a rotted beam that helped support one side of the roof of the copula. Dave stated "that as for as he knew that was the last bad beam to come out". There are still other smaller pieces and trim pieces to be



MONTICELLO  
RAILWAY MUSEUM  
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THE NEWSLETTER OF THE MONTICELLO RAILWAY MUSEUM

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**ARRIVALS & DEPARTURES**



**STEAM SCHEDULE**

**401 in Steam: Ride behind our restored 1907-vintage steam locomotive!**

**August Saturday 17 – Sunday 18**

**September Saturday 21 - 22      October Saturday 5– Sunday 6**

**Railroad Days** – Saturday, September 21 and Sunday, 22: Come enjoy UNLIMITED rides on our vintage passenger and freight trains and motor cars running on our former Illinois Central and Illinois Terminal track-age, enjoy kids' games and more!

**Fall Throttle Time** —Saturday October 12

**The Polar Express™** - Friday, November 15; Saturday, November 16; Sunday, November 17; Friday, November 22; Saturday, November 23; Sunday, November 24; Friday, November 29; Saturday, November 30; Sunday, December 1; Friday, December 6; Saturday, December 7; Sunday, December 8, 2019.  
Read along with the story as the train makes its round-trip journey to the North Pole.

**Lunch with Santa on the Train** – Saturday, December 7 and Sunday, December 8, 2019  
Enjoy a visit with Santa Claus while eating a kid-friendly sack lunch. This event is hosted by the Monticello Chamber of Commerce.